

PERTH**ELEV 67****AVFAX CODE 6001**

WA

UTC +8

YPPH

315625S

1155801E

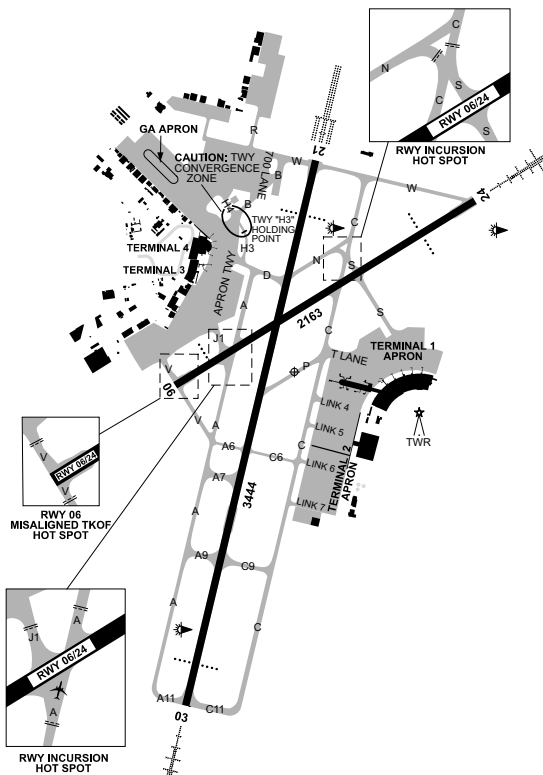
VAR 2 DEG W

CERT

AD OPR Perth Airport Pty Ltd, PO Box 6, Cloverdale, WA, 6105. Email: adm@perthairport.com.au.

PH 08 9478 8888. ARO Airfield Duty Manager 08 9478 8424: 0419 195 790 H24.

Fax 08 9478 8428. Website: www.perthairport.com.au.

**REMARKS**

1. AD Charges: All ACFT.
2. This AD is a Security Controlled Airport.
3. Follow me service AVBL on REQ to ATC.

HANDLING SERVICES AND FACILITIES

AIR BP: H24 Phone: 08 9478 9898, 0400 205 728. JET A1, F34, AVGAS. AIR BP carnet.

Viva Energy Aviation: 0400-0100 Local DLY. Phone 08 9277 2800, 0409 205 046,

Fax 08 9478 2280. JET A1. Fuel2Sky Carnet cards.

Jet Aviation Australia: FBO services and VIP lounge H24. Civil and MIL ACFT.

Phone: OPS H24 08 9475 7700 Email: perfbo@jetaviation.com, VHF 135.95 Callsign 'Jet Aviation'.

Airflite: FBO services, ground handling, lounge, fuel sales and hangar facilities. PVT ACFT. OPS

H24. Phone 0487 818 599 or 08 9478 9087. Email: perthops@airflite.com.au.

Website: www.airflite.com.au.

Pearl Flight Centre: FBO services, fuel sales and VIP facilities. MEDIVAC, Customs, Immigration and Biosecurity services AVBL H24 with 2HR PN for Civil and MIL ACFT. Short/long-term apron PRKG AVBL on PVT apron, direct ACFT and vehicle access. Apron and hangar located off GA APN TWY. OPS H24. Phone 0488 101 978. Email: perthfc@pearlflightcentre.com.au.

GA and itinerant operators must appoint a ground handling agent 48HR prior to OPR at Perth. Limited power out OPS AVBL to general aviation. Refer to:

www.perthairport.com.au/Home/corporate/work-with-us/operating-at-perth-airport/aeronautical-charges.

General

The AD OPR does not provide ACFT marshalling services. Where ACFT marshalling is required, the pilot should confirm arrangements with Ground Handlers prior to landing.

RESCUE AND FIREFIGHTING SERVICES

1. CAT 9 H24.
2. 131.0 MHz AVBL H24.

AERODROME OBSTACLES

1. Antenna infringing TNS BRG 035 MAG 0.78NM FM ARP 144FT AMSL.
2. RWY 06/24 TNS may be infringed by ACFT parked on bays 901-904.
3. Lit (LIOL) and marked TWR at positions:
 - a. 115DEG/0.45NM FM ARP 328FT AMSL, Control TWR.
 - b. 115DEG/5.82NM FM ARP 1,188FT AMSL, Western PWR TWR.
 - c. 125DEG/7.2NM FM ARP 1,574FT AMSL, TV 7 TWR.
 - d. 126DEG/7.3NM FM ARP 1,581FT AMSL, ABW 2 TWR.
 - e. 141DEG/2.4NM FM ARP 271FT AMSL, Optus TWR.
 - f. 263DEG/5.8NM FM ARP 866FT AMSL, Central Park Building.
 - g. 278DEG/2.6NM FM ARP 279FT AMSL, 6IX TWR.
4. Lit (LIOL HJ) and marked TWR: 131DEG/6.5NM FM ARP 1,649FT AMSL, TV 10 TWR.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT A, METAR/SPECI, TAF3 H24, AD WRNG, WS WRNG.
2. MET INFO AVBL FM Airservices Pilot Briefing. Elaborative briefing FM MWO 08 9263 2255.
3. AWIS PH 08 6216 2633 - Report faults to BoM.

PHYSICAL CHARACTERISTICS

03/21	016	113a	PCN 60 /F /A /1500 (218PSI) /T Grooved	WID 45	RWS 300
06/24	061	71a	PCN 60 /F /A /1500 (218PSI) /T Grooved	WID 45	RWS 300

1. All RWY ends ungrooved start of TKOF through to 160M.
2. RWY 03/21 transitional SFC infringed W side 300M FM RWY 03 THR. OBST is illuminated WDI 94FT AMSL.

AERODROME AND APPROACH LIGHTING

RWY 03/21	HIRL		SDBY PWR AVBL
RWY 03/21	MIRL		SDBY PWR AVBL
RWY 03/21	PAPI(2)	3.0 DEG71FT	SDBY PWR AVBL
RWY 03/21	RCLL(1)		SDBY PWR AVBL
RWY 03	HIAL-CAT I		SDBY PWR AVBL
RWY 21	HIAL-CAT III(4)		SDBY PWR AVBL
RWY 21	RTZL		SDBY PWR AVBL
RWY 06/24	HIRL		SDBY PWR AVBL
RWY 06/24	MIRL		SDBY PWR AVBL
RWY 06	PAPI(3)	3.0 DEG64FT	SDBY PWR AVBL
RWY 24	HIAL-CAT I		SDBY PWR AVBL
RWY 24	PAPI(2)	3.0 DEG71FT	SDBY PWR AVBL

- (1) 15M spacing.
- (2) Both sides and coincide with RWY Aim Point Markings.
- (3) Left side only and coincide with RWY Aim Point Markings.
- (4) Associated SFL 600M.

1. **ALS type and length**
 - a. RWY 21 - HIAL ASFL III barrette CL: 900M.
 - b. RWY 24 - distance coded CL: 900M.
 - c. RWY 03 - distance coded CL: 900M.
2. RWY edge light spacing: 03/21: 60M; 06/24: 60M.
3. Stop Bars and RGL at all RWY/TWY INT.

OTHER LIGHTING

ABN ALTN 6 WG On TWR.
 TWY LGT: Green CL.

ATS AND AERODROME COMMUNICATION FACILITIES

FIA	PERTH CENTRE	135.25 (4)
ACD	PERTH DELIVERY	118.55 (5)
APP	PERTH APPROACH	123.6 132.95
ATIS	PERTH (2)	113.7 (3) 123.8
DEP	PERTH DEPARTURES	118.7
SMC	PERTH GROUND	121.7 (6) 122.2 (7)
TWR	PERTH TOWER	127.4
VOLMET	AUSTRALIA	6676 (1) 11387 (1)

- (1) H24, BCST 00 - 05 & 30 - 35. Refer AIP GEN 3.5.
- (2) ATIS AVBL H24 via telephone 08 9476 8800. ATIS duty RWY 06 for DEP EAST includes SID via AMANA, HECTO, MEMUP, MUBID, LENVU, PUMRY, REPOK and YNRV. ACD will confirm DEP RWY on request.
- (3) Perth VOR.
- (4) Call for ATC Clearances for DEP HLS/ALA WI Perth CTR or Pearce AD (when Pearce deactivated) or IFR/VFR by night DEP Jandakot directly into Perth CTA/CTR. VFR ACFT intending to enter PH TMA CTA/CTR areas call this FREQ with flight details prior to requesting ATC clearance (see Special Procedures section).
- (5) Call for ATC Clearances for DEP FM Perth AD.
- (6) W of RWY 03/21.
- (7) E of RWY 03/21.

RADIO NAVIGATION AND LANDING AIDS

DME	IGD	109.5/ 32X (RWY21)	315553.0S	1155809.8E	(7)
GP	IGD	332.6 (RWY21)	315553.0S	1155809.5E	
ILS	IGD	109.5 (RWY21)	315742.9S	1155731.6E	(2)
LOC	IGD	109.5 (RWY21)	315742.9S	1155731.6E	
DME	IPH	109.9/ 36X (RWY24)	315601.1S	1155836.9E	(8)
GP	IPH	333.8 (RWY24)	315600.7S	1155836.6E	
ILS	IPH	109.9 (RWY24)	315631.9S	1155724.6E	(5)
LOC	IPH	109.9 (RWY24)	315631.9S	1155724.6E	
DME	IPN	110.1/ 38X (RWY03)	315722.0S	1155742.6E	(4)
GP	IPN	334.4 (RWY03)	315721.9S	1155742.3E	
ILS	IPN	110.1 (RWY03)	315533.5S	1155809.2E	(6)
LOC	IPN	110.1 (RWY03)	315533.5S	1155809.2E	
DME	PH	113.7/ 84X	315642.2S	1155734.4E	(3)
VOR	PH	113.7	315642.2S	1155733.2E	(1)

- (1) Voice AVBL for EMERG use.
- (2) TCH 50FT. Close proximity to PEA ILS. ILS RWY 21 Performance Classification III/E/4.
- (3) Antenna ELEV 83FT.
- (4) Antenna ELEV 74FT.
- (5) Close proximity to PEA ILS. TCH 51FT.
- (6) TCH 50FT, ILS RWY 03 Performance Classification I/T/1.
- (7) Antenna ELEV 60FT.
- (8) Antenna ELEV 72FT.

LOCAL TRAFFIC REGULATIONS

1. **RUNWAY INCURSION HOT SPOTS**
 - a. TWY J1 and A due ACFT slow to vacate RWY 24 after misidentifying exit, intersection complexity and distance of holding points from RWY.
 - b. TWY C, N and S due intersection complexity and distance of holding points from RWY.
2. **TAXIWAY AND APRON RESTRICTIONS**
 - a. ACFT 19,000KG/24M MAX wingspan and BLW
 - (i) GA Taxilane.
 - b. ACFT BAE146/F100/E190 and BLW
 - (i) TWY W west of 700 Lane and W Lane.
 - c. Code C ACFT and BLW
 - (i) Intermediate hold point of TWY A6;
 - (ii) Link 4 BTN Bay 146 and Bay 202;
 - (iii) Link 5, 6 and 7;
 - (iv) Terminal 3 Taxilane;
 - (v) TWY C and TWY W for RWY 24 behind Code E ACFT or ABV at Holding Point for RWY 21;
 - (vi) Via TWY C, TWY S and TWY N intersection when ACFT holding on TWY C or TWY N short of RWY 06/24.
 - d. Code C ACFT and BLW except A321
 - (i) TWY H3 and H4;
 - (ii) Hotel Lane;
 - (iii) 500 Lane;
 - (iv) Link 1 and 2.
 - e. ACFT A330 and BLW
 - (i) Link 4 BTN TWY C and Bay 147;
 - (ii) Intermediate hold point of TWY D BTN RWY 03/21 and TWY A.
 - f. Code E ACFT and BLW
 - (i) APN TWY BTN TWY B and TWY V;
 - (ii) TWY V BTN RWY 06/24 and APN TWY;
 - (iii) TWY D, TWY B, TWY A and TWY J1;
 - (iv) Terminal 1 APN taxilane BTN Bay 154 and 156.
3. **TURNING LIMITATIONS**
 - a. Code C ACFT and BLW
 - (i) Left turn FM TWY J1 to APN TWY;
 - (ii) Right turn to TWY J1 FM APN TWY.
 - b. MAX 36m wingspan
 - (i) EXIT RWY 21 left via TWY P
 - c. 5,700KG MTOW and BLW due to no turn fillets
 - (i) EXIT RWY 06 left into TWY S;
 - (ii) EXIT RWY 21 left into TWY N;
 - (iii) EXIT RWY 24 right into TWY C;
4. **TWY/TAXILANE INFRINGEMENTS**
 - a. Taxilane W by pushback from Bay 601.
 - b. TWY W by pushback from Bay 701.
 - c. TWY H4 by pushback from Bay 604.
 - d. Terminal 3 APN TWY BTN Bay 911 and Bay 915 infringed when ACFT holding Northbound on TWY J1. Terminal 3 APN TWY BTN Bay 911 and Bay 915 reduced to Code C ACFT and BLW when Code C ACFT at RWY holding point on TWY J1, Terminal 3 APN TWY BTN Bay 911 and Bay 915 NOT AVBL when Code D and E ACFT at RWY holding point on TWY J1.
 - e. Simultaneous Code C or ABV ACFT OPS not AVBL due TWY strip convergence overlap BTN the FLW taxiways:
 - (i) TWY H3 BTN TWY B and TWY H3 HLDG PSN, EXC TWY H4 left turn onto TWY B.
 - (ii) Terminal 4 APN TWY BTN Bay 12 and Bay 13. ACFT OPR on TWY H3 may be instructed to hold at the HLDG PSN located on H3 abeam Bay 13 marked by broken yellow line, intermediate HLDG PSN LGT and yellow cones.

- f. A380 may use TWY A, TWY A9, TWY A11 and TWY D subject to AD OPR approval due to an unserviceability of TWY C. TWY A6, A7 and A9 must be vacant for A380 taxiing on TWY A.
 - g. ACFT to use MNM power when entering, exiting and operating on all aprons.
 - h. ACFT DEP from Terminal 3 Taxilane to push back and tow FDW to disconnect between Bay 22 and taxilane roadway.
 - i. Engine ground running on aprons only permitted by approval from AD OPR and to be conducted not above ground idle power setting.
 - j. RWY 21 Holding Point on TWY W eastern side, is located 210M FM RWY 21 centre line.
 - k. All aircraft must provide their parked position/gate number to ATC on airways clearance readback.
 - l. ACFT DEP RWY 21 that are instructed to taxi via TWY B and hold short of TWY W or via TWY W and hold short of TWY B should change to TWR FREQ close to, or at, intermediate holding PSN markings when ready for TKOF.
 - m. All OPS on Perth Airport APN areas must be in accordance with relevant ACFT PRKG plans. Plans to be obtained from AD OPR.
 - n. ACFT ENG overhanging TWY edges where no blast protection is provided are requested to be OPR at low PWR to prevent erosion and ENG damage.
 - o. CAUTION: Jet blast hazard may exist for light ACFT OPR on H3 from ACFT OPR on apron edge TWY.
 - (i) ACFT Code B and BLW must hold abeam Bay 703 when Code D ACFT and ABV push back into TWY B from Bay 12 due jet blast hazard.
 - p. Reversing of ACFT under own power is not permitted without prior approval of AD OPR.
5. Refer to *AIP DAP* for A380 Ground Movement Chart.

FLIGHT PROCEDURES

1. ESTIMATED AIRBORNE TRAFFIC DELAYS

- 1.1. Estimated airborne traffic delays for ARR ACFT may be expected due to terminal area traffic density:
 - a. MON and FRI
 - (i) 0100-0500 UTC: 10 MIN.
 - (ii) 0500-0900 UTC: 5 MIN.
 - (iii) 0900-1300 UTC: 10 MIN.
 - b. TUE, WED and THU
 - (i) 0100-0500 UTC: 20 MIN.
 - (ii) 0500-0900 UTC: 5 MIN.
 - (iii) 0900-1300 UTC: 20 MIN.

Note: Actual holding times may differ from holding estimates. Historical data on actual holding is available from the NOMC.

2. ATC TRAFFIC MANAGEMENT SPEED

When not on a SID or STAR (including vectoring) - ACFT ARR or DEP PH must not exceed 250KT IAS when BLW 10,000FT AMSL. Advise ATC if a higher speed is operationally required.

3. ARRIVAL PROCEDURES

By day, ATC may use 2,400M RWY separation between ACFT ARR to RWY 03/21. Both ACFT may occupy the RWY during application of the standard.

4. AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

- a. A slot allocation system and a ground program (GDP) applies at Perth airport. Details including the allocation and use of Calculated Off Blocks Time (COBT), can be found in *AIP ENR 1.9*.
- b. The arrival GDP applies to all fixed wing, non-priority flights departing from all Australian domestic airports and arriving at Perth between 0030-1400 UTC MON-FRI. In addition, flights departing from Jandakot for a landing at Perth must contact Perth Centre on 135.25 prior to starting engines.
- c. The departures GDP applies to all fixed wing, non-priority flights departing Perth between 2130-0030 UTC MON-FRI. PH SMC will make a general broadcast on 121.7 and 122.2 advising early clearance is AVBL when demand is lower than capacity due to gate delays.

- d. During periods when start approvals are required due extensive DLA, ACFT will be assigned a 'start sequence number' at clearance issue. When issuing a start approval, the Ground Controller will quote that ACFT 'start sequence number' to assist other ACFT in determining their position in the start order. If assigned a start sequence number pilots must monitor ground 121.7 and 122.2 for this advice and start approval. Operators may request to swap start sequence numbers of own company ACFT by contacting Perth Tower via phone 08 9476 8625.

5. TRAINING FLIGHTS

- a. IFR training flights inbound to Perth to conduct aerial work from the Northeast through East to Southeast shall plan via either VILIN - PH or VEMON - PH at or BLW 8,000FT.
- b. Notwithstanding peak period restrictions at 6e, AWK and training at Perth is permitted during the FLW times:
 - (i) ACFT BLW 1,930KG MTOW - No restrictions.
 - (ii) ACFT ABV 1,930KG MTOW - Flying training is permitted MON-SAT 2300-1300 UTC, SUN 0400-1300 UTC.
- c. Low level circuits are only permitted to the East of RWY 21/03.
- d. Baulked RWY 24 APCH may be required to remain East of RWY 21.
- e. ACFT with MTOW in excess of 20,500KG:
 - (i) RWY 24: TKOF not permitted;
 - (ii) RWY 24: baulked approaches permitted, subject to the RQMNTS to remain East of RWY 21;
 - (iii) RWY 06: approach and/or landing not permitted;
 - (iv) RWY 21: right hand circuits not permitted. FLW a baulked approach, a right turn may be permitted at or beyond 2NM S of the airport;
 - (v) RWY 03: left hand circuits not permitted.
- f. ACFT with MTOW in excess 41,000KG:
 - (i) Operations are limited to the following times: MON-SAT 0030-1300 UTC, SUN 0400-1300 UTC.
 - (ii) Minimum circuit height of 1,000FT;
 - (iii) Circuits BLW 1,500FT to be kept to a minimum and varied in dimensions to reduce repetitive noise.

6. TRAINING, SURVEY AND AWK FLIGHTS

- a. Before submitting a Flight Notification for training, survey and airwork flights WI CTA, pilots/operators are RQ to contact the appropriate ATS unit BTN 0700-1900 Local on the preceding day for pre-flight briefing and approval.
- b. Contact numbers are:
Perth TCU - 08 9476 8620^; Fax 08 9476 8614;
Email: perth.tcu@airservicesaustralia.com
RAAF Pearce Approach: 08 9476 8622; Fax 08 9476 8614.
- c. Training, survey and AWK are at the discretion of ATC and TFC as workload permit.
- d. Punctuality with allocated time for training is critical and availability of multiple IAL limited.
- e. AWK and training will not normally be accepted for the following peak periods at PH: MON-FRI 0100-0500 and 0900-1300 UTC.
- f. Additional AWK restrictions may apply, refer to training flight restrictions.
- g. ACFT planning practice instrument approaches are to make bookings online: www.wa.bookawk.com. If access to the booking page is not AVBL CTC Perth TCU.

7. Survey operations MON-FRI may be subject to delays and, where practicable, should be conducted outside the notified periods of traffic holding and/or on weekends.

8. ATC CLEARANCES TO OPERATE IN CTA/R

- a. DEP ACFT must request clearance on the following VHF FREQ:
 - (i) ACFT DEP Perth Airport contact Perth Delivery on 118.55 for clearance.
 - (ii) ACFT DEP HLS/ALA within Perth CTR, or PEA AD when deactivated, or IFR/VFR by night DEP Jandakot directly into CTA/CTR, contact Perth Centre on 135.25 for clearance.
- b. Airborne VFR ACFT wishing to enter Perth controlled airspace within 36NM Perth, contact Perth Centre on 135.25 MHz.

- c. ACFT wishing to conduct airwork within Pearce Training Areas, see Pearce Aerodrome entry. Transit ACFT wishing to enter Pearce Restricted Areas directly from Class G airspace:
 - (i) check NOTAM for status;
 - (ii) if deactivated, contact appropriate civil ATC FREQ (See para a and b above) prior to civil CTA boundary;
 - (iii) if active, contact Pearce APP 130.2 MHz for entry into R153A-D, R155AB, R156, M171AB, M166, R163, M170AB, M182A-G and M161 at least 10NM prior to training area entry point to confirm flight details and obtain clearance.
 - d. There may be delays for IFR arrivals at Jandakot due to higher priority traffic at Perth airport. See Jandakot entry.
- 9. LOW VISIBILITY OPERATIONS**
- a. For CASA approved operators:
RWY 21 is capable of supporting localiser guided take-offs with an RVR not less than 75M.
RWY 03 is capable of supporting take-offs with an RVR not less than 125M.
RWY 06/24 is capable of supporting take-offs with an RV of not less than 350M.
 - b. For CASA approved operators:
RWY 21 is capable of supporting CAT IIIb approaches (and is normally used for low VIS arrivals);
No arrivals will be allowed when RVR is less than 75M at TDZ.
 - c. For CASA approved operators:
RWY 03 is capable of supporting SA CAT I approaches;
RWY 24 is capable of supporting CAT I approaches.
 - d. No intersection departures permitted.
 - e. Approved TWY exits in RVR conditions below 350M are TWY A9, C9, A11, C11 and TWY D.
 - f. During RVR conditions below 350M, the following TWY are not AVBL:
TWY A6, A7, C6, TWY P, TWY N, TWY H3.
 - g. TWY W BTN TWY C and RWY 06/24 not AVBL in RVR BLW 550M.
 - h. Secondary PWR switchover time: 1 SEC during LVP 15 SEC OT.
 - i. Refer to *AIP DAP* for Aerodrome Ground Movement Charts.
- 10. LOW VISIBILITY PROCEDURES**
- a. Instrumented RVR is provided for RWY 03/21. In the event of failure of RVR, or non-availability of RWY 03/21, manual RWY visibility assessments will be provided.
 - b. ATC uses Advanced Surface Movement Guidance Control System (ASMGCS) to monitor ACFT and vehicles on the manoeuvring area. In the event ASMGCS is unserviceable, ATC will restrict OPS on the manoeuvring area.
 - c. In the event that Stop Bars are unserviceable, ATC will restrict OPS on the manoeuvring area.
 - d. Preparations for activation of LVP commence when meteorological conditions prevent all or part of the manoeuvring area from being visually monitored by ATC.
 - e. LVP must be fully implemented when cloud ceiling is 300FT or less, visibility for take-off is below 550M RV/RVR, visibility for approaches is below 550M RV/RVR RWY 03/21 or 800M RV RWY 06/24.
 - f. Only one RWY will be nominated when LVP is in progress, normally RWY 21.
 - g. When LVP are in force, ATC will limit vehicle access on the manoeuvring area to ARFF and airfield OPS. ACFT position reporting procedures may also be implemented.
 - h. Flight Crew must notify ATC if a follow me service is RQ.
 - i. LVP measures are progressively lifted when the Cloud Ceiling reaches 300FT and the VIS reaches 800M and is increasing.
- 11. HELICOPTER OPERATIONS**
- a. There are no helipad facilities. HEL parking AVBL.
 - b. ENG Ground running with rotors turning is not permitted WI 20M of other aircraft, motor vehicles or BLDGs.

- c. TAXIING: Pilots shall MNTN a continuous listening watch on Perth Ground (SMC), or, when instructed, Perth TWR FREQ. Where SFC taxiing is involved, existing TWY system is to be utilised to avoid pavement contamination by grass. Air taxiing is not permitted WI 20M of other ACFT, motor vehicles or BLDGs. This DIST may be increased when taxiing over unsealed SFC.
- d. **DEPARTURES/ARRIVALS:** TKOF or LDG from outside airport manoeuvring area will not be permitted without prior approval. The point of TKOF or LDG will be specified by ATC, however, pilots may REQ alternative LCA WI the manoeuvring area. Initial DEP or final approach instructions will be provided by Perth TWR. Whenever DEP or ARR into prevailing wind is RQ the pilot should REQ such ARR or DEP.

12. VFR OPERATIONS IN PERTH CTR

- a. VFR ACFT departing Perth, or transiting Perth CTA, to Jandakot can expect to vacate Perth CTA via Class G for Class D arrival. See Jandakot entry.
- b. VFR transits within the vicinity of Perth Airport are not normally permitted. Alternative clearances may be AVBL via Victor 65 or Victor 66
- c. When AVBL, scenic flights over Perth City can expect clearance via the VICTOR 65 route i.e. CTE-PCTY-HKE.
- d. Flights ARR Perth for Overshoot
 - (i) AVBL as per Flight Procedures para 3 and 4 for Training and AWK flights;
 - (ii) ATC will process outbound leg to Observation City (OBC);
 - (iii) RWY24 Not AVBL for overshoot.

NOISE ABATEMENT PROCEDURES

Noise Abatement Procedures (NAP) apply. Refer AIP DAP.

ADDITIONAL INFORMATION

1. SEV TURB may be experienced BLW 3,000FT in the terminal area during summer months when easterly wind gradients prevail.
2. Low-level windshear may exist for arriving ACFT on RWY 06 when wind is from the N to NW at 37KT or greater.
3. Bird Hazard exists as follows:
 - a. Galah and corella present in large flocks DRG Spring.
 - b. Flocks of Ibis species periodically overflying airfield in large flocks DRG Winter and Spring.
 - c. Nankeen kestrels present in RWY strip areas year round peaking in the Spring and Summer.
 - d. Duck species present DRG winter and spring with peak ACT DRG winter and following extended periods of heavy rain.
 - e. Black cockatoos present January to February and March to early May with peak ACT DRG March. These species overflying the airfield east to west in the mornings and west to east in the afternoons.

CHARTS RELATED TO THE AERODROME

1. WAC 3351, 3462.
 2. Aerodrome Obstruction Chart Type A:
 - a. RWY 03/21 Version 1 (JAN 2024).
 - b. RWY 06/24 Version 1 (JAN 2024).AVBL FM website: <https://perthairport.sharepoint.com/sites/Operations>.
 3. Also refer to AIP Departure and Approach Procedures.
 4. Precision Approach Terrain Charts AVBL for RWY 03/21.
-